ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 250610- & 250615-, Richmond County
STP00-7007-00(006) & BRSLB-7007-00(007)
Windsor Spring Road from Willis Foreman Road to
Tobacco Road including the Bridge @ Spirit Creek

OFFICE Preconstruction

DATE March 13, 2009

FROM Genetha Rice-Singleton, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT APPROVED REVISED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Ron Wishon
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Angela Alexander
Paul Liles
Ben Buchan
Jan Hilliard
Tony Collins
BOARD MEMBER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP00-7007-00(006) & BRSLB-7007-00(007) Richmond County OFFICE Urban Design
Windsor Spring Road Fm Willis Foreman Rd to Tobacco Rd
Including the Bridge @ Spirit Creek
P.I. No's 250610 & 250615 DATE October 27, 2008

FROM: James B. Buchan, P.E., State Urban Design Engineer

TO: Genetha Rice-Singleton, Assistant Director of Preconstruction

SUBJECT Revised Project Concept Report

Attached is the original copy of the Revised Concept Report for the above noted projects for your further handling for approval in accordance with the Plan Development Process (PDP).

Revisions to the typical section along Windsor Spring Road include reducing the 12-foot wide lanes to 11-foot wide lanes, reducing the width of the median from 20 feet to 19 feet, and removing the 4-foot wide bike lanes. The 5-foot wide concrete sidewalk will be replaced by an 8-foot wide asphalt multi-use trail. The width of the shoulder will remain 16 feet.

The revised concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Program (RTP) and/or the State Transportation Improvement Program (STIP).

DATE 2/25/09

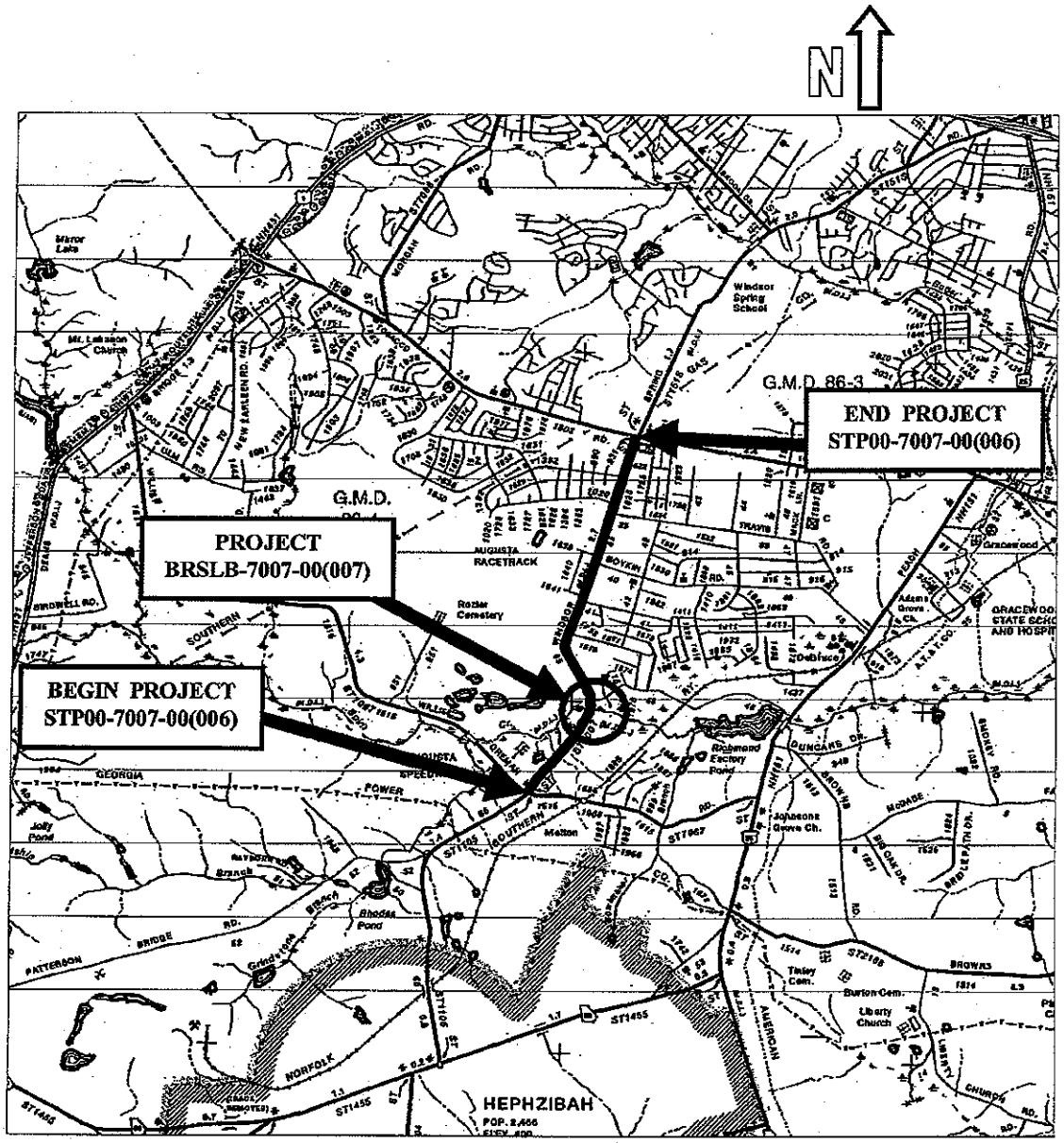
State Transportation Planning Administrator

JBB:RWT/JCH

cc:
Brian Summers, Project Review Engineer
Glenn S. Bowman, State Environment/Location Engineer
Keith Golden, State Traffic Safety and Design Engineer
Angela T. Alexander, State Transportation Planning Administrator
Angela Whitworth, State Transportation Financial Management Administrator
Tony Collins, District Engineer
Paul Liles, State Bridge Design Engineer

RECEIVED
FEB 26 2009

10/28/08


N
END PROJECT
STP00-7007-00(006)
PROJECT
BRSLB-7007-00(007)
BEGIN PROJECT
STP00-7007-00(006)
G.M.D. 86-3
G.M.D.
HEPHZIBAH

10/27/08

Project Numbers: STP00-7007-00(006), BRSLB-7007-00(007)
P. I. Numbers: 250610, 250615
County: Richmond

Need and Purpose:
See attachment for approved Need and Purpose statement.

Project location:
Projects STP00-7007-00(006) and BRSLB-7007-00(007) on Windsor Spring Road are located in the southern region of the greater Augusta area and north of the City of Hephzibah. This phase of the project is approximately 3.33 miles long. Project STP00-7007-00(006) begins south of the intersection of CR 65/Windsor Spring Road/Temp. SR 1017 and Willis Foreman Road and terminates at the intersection of CR 65/Windsor Spring Road/Temp. SR 1017 and Tobacco Road. Project BRSLB-7007-00(007) is the reconstruction of the Windsor Spring Road bridge over Spirit Creek.

Description of the approved concept:
The existing two-lane, 6-foot graded shoulder Urban Minor Arterial facility will be widened to four 12-foot wide lanes (two lanes in each direction) separated by a 20-foot wide raised median. 16-foot shoulders with curb and gutter, a 4-foot wide bike lane, and 5-foot wide sidewalks will also be constructed on both sides of the roadway. Left and right-turn lanes will be provided at the major intersections as required. The existing two-lane bridge over Spirit Creek will be replaced with four 12-foot wide lanes (two lanes in each direction) separated by a 20-foot wide raised median. A 4-foot wide bike lane and 6-foot wide sidewalks will be constructed on both sides of the bridge.

PDP Classification: Major Project, Existing Location
Full Oversight ( ), Exempt(X), State Funded( ), or Other ( )

Functional Classification:
CR 65/Windsor Spring Road: Urban Minor Arterial

U. S. Route Number(s): N/A **State Route Number(s):** Temp. SR 1017

Traffic (AADT):

ROAD	CURRENT YEAR (2005)	DESIGN YEAR (2025)
CR 65/Windsor Spring Road	22290	36560

Proposed features to be revised:
Revisions to the typical section include reducing the 12-foot wide lanes to 11-foot wide lanes, reducing the width of the median from 20 feet to 19 feet, and removing the 4-foot wide bike lanes. The 5-foot wide concrete sidewalk will be replaced by an 8-foot wide asphalt multi-use trail on both sides of the roadway. The width of the shoulder will remain 16 feet.

Describe the revised features to be approved:
The existing roadway will be widened to four 11-foot lanes (two in each direction) separated by a 19-foot wide raised median. 16-foot shoulders with curb and gutter and an 8-foot wide multi-

use trail will also be constructed on both sides of the roadway. The existing two-lane bridge over Spirit Creek will be replaced with six 11-foot wide lanes (two lanes southbound and four lanes northbound including a left and right turn lane) separated by an 8-foot wide raised median. Eight-foot wide sidewalks will be constructed on both sides of the bridge.

A Value Engineering Study was held in October 2007 and the recommendations to be implemented were approved February 26, 2008. The approved recommendations revised the typical section of CR 65/Windsor Spring Road/Temp. SR 1017 to reduce the required right of way.

Updated Traffic (AADT):

ROAD	CURRENT YEAR (2011)	DESIGN YEAR (2031)
CR 65/Windsor Spring Road	33200	50200

Programmed/Schedule:
P.E. 2000 & 2001 **R/W:** June 2008 **Construction:** Long Range

VE Study Required: Yes (X) No ( )

Is the project located in a Non-attainment area? ____**Yes** __X__ **No**

Recommendation: Recommend that the proposed revision to the concept be approved for implementation.

Attachments:
1. Sketch Map
2. Need and Purpose Statement
3. Revised Typical Section
4. Cost Estimates:
   a. Construction incl. E&I, contingency & fuel cost adjustment: $33,753,500.60
   b. Bridge including E&I and contingency: $1,732,401
   c. Right of Way: $13,600,000
   d. Reimbursable Utilities including contingency: $2,574,000

Concur: _____
Director of Preconstruction

Approve: _____
Chief Engineer

Purpose and Need Statement

Project STP00-7007-00(006) and BRSLB-7007-00(007), RICHMOND COUNTY
P.I. NO. 250610 and 250615
WINDSOR SPRING RD/CR 65/TEMP. SR 1017 FROM WILLIS FOREMAN RD TO TOBACCO RD

Project History

Project STP00-7007-00(006) consists of improvements to Windsor Spring Road/CR 65/Temp. SR 1017 from Willis Foreman Road (Milepost 7.40) to Tobacco Road (Milepost 4.71) in Richmond County, Georgia. Windsor Spring Road/CR 65/Temp. SR 1017 is functionally classified as an Urban Minor Arterial. Project BRSLB-7007-00(007) consists of replacing the existing bridge over Spirit Creek.

The project corridor is primarily rural and suburban residential with commercial areas at the northern end. There are two schools located just north of Willis Foreman Road, and Diamond Lakes Regional Park is located just north of Spirit Creek.

Projects STP00-7007-00(006) and BRSLB-7007-00(007) are included in the Fiscal Year (FY) 2004-2006 Transportation Improvement Program (TIP) as TIP project numbers STP-16 and BRM-6, respectively. Also, bike lanes and sidewalks for Windsor Spring Road are included in the Augusta Regional Transportation Study's (ARTS) Bicycle and Pedestrian Plan.

Deficiencies in the System

The current transportation network in the project area presents multiple deficiencies, including:

- insufficient capacity for future traffic volumes,
- deteriorating levels of service,
- high accident rates,
- pedestrian and bicycle hazards, and
- bridge deficiencies.

These issues are discussed in the following sections.

Travel Demand

The travel demand on the Windsor Spring Road corridor has been steadily increasing in traffic due to development in the area such as the Diamond Lakes Regional Park which has been constructed within the project limits. In addition, Windsor Spring Road provides a direct route from the City of Hephzibah to I-520, which leads to the commercial and business areas of the City of Augusta.

Traffic Counts and Historical Growth

Several traffic counts were collected on Windsor Spring Road in September 2001. In September 2001, the daily traffic on Windsor Spring Road ranged from 6,800 vehicles per day (vpd) north of Willis Foreman Road to 18,000 vpd south of Tobacco Road. The GDOT traffic count station for this section of road, TC 256, is generally collected south of Patrick Avenue and has shown a historical growth rate of 2.1 percent per year over the past five years (1997-2001). Traffic north of Tobacco Road has increased by 8.8 percent per year over the last five years, according to GDOT traffic count station TC 258. Additionally, the ARTS Travel Demand Model has a 1999 base year volume of 7,000 vpd and a 2025 demand volume of 15,000 vpd at the TC256 count station. This is a growth rate of 3 percent per year at this location.

Population Growth

In order to help confirm the anticipated growth in the area, census population data for 1990 and 2000 for the City of Hephzibah was analyzed. According to the census data, the City of Hephzibah has had a population growth rate of 4.6 percent for each of the last ten years. The 1990 population was 2,466 and the 2000 population was 3,880.

Traffic Projections and Level of Service (LOS)

Table 1 provides opening year and design year projections and LOS for the project corridor.

Table 1
Traffic Projections for Windsor Spring Road

	2005		2025		
LOCATION	VPD	LOS	VPD	LOS	
		No-Build		No-Build	With Widening
North of Willis Foreman Road	10,030	C	20,620	F	C
North of Lincolnton Parkway	22,290	F	36,560	F	C

Using the growth data previously identified, the opening year (2005) traffic on Windsor Spring Road will range from 10,030 vpd just north of Wills Foreman Road to 22,290 vpd north of Lincolnton Parkway. According to the 2005 projected traffic, Windsor Spring Road will operate at LOS C south of Lincolnton Parkway and LOS F north of Lincolnton Parkway if the road is not widened.

The projected design year (2025) traffic ranges from 20,620 vpd north of Willis Foreman Road to 36,560 vpd north of Lincolnton Parkway based on the increase in population and forecasted travel demand. The arterial will operate at LOS F as a two-lane roadway.

However, with the proposed widening of Windsor Spring Road to four lanes with a median, the facility will operate at LOS C.

Accident Data

Table 2 provides accident data for the years 1995, 1996, 1997, and 2001 for the project corridor from Willis Foreman Road to Tobacco Road (Mile Post 7.39-4.71).

Table 2
Accident History for Windsor Spring Road

YEAR	ACCIDENT RATE		INJURY RATE		FATALITY RATE	
	Windsor Spring Rd	Statewide Average	Windsor Spring Rd	Statewide Average	Windsor Spring Rd	Statewide Average
1995	1259	549	437	263	0	1.39
1996	1211	525	874	246	0	1.56
1997	1520	549	582	249	0	1.41
2001	1408	564	805	218	14	1.35

Note: All rates are per 100 million vehicle miles of travel.

The accident rate for the project corridor was more than double the statewide average in 1995, 1996, 1997, and 2001. The injury rate for the project corridor was over three times higher than the statewide average in 1996 and 2001. According to the 2001 data, there was a fatality just south of the intersection of Windsor Spring Road and Tobacco Road causing the fatality rate to be ten times higher than the statewide average.

Accident diagrams are included in the appendix of this report. The most common type of accidents were rear-end collisions, which can generally be attributed to insufficient through capacity, non-existent or insufficient turning lanes for storage, and poor traffic progression. The next most common types of accidents were angle collisions and sideswipe collisions and these are likely attributed to side street intersections that do not align properly and insufficient stopping sight distance due to poor horizontal and vertical curvature.

Pedestrian and Bicycle Improvements

The project corridor, being primarily residential with the schools and the park, has the potential for a significant amount of pedestrian traffic. Pedestrians are currently forced to walk or ride bikes along the shoulder of the road and sometimes in the travel way which is particularly hazardous for pedestrians, except in a few areas where there are existing sidewalks.

In addition, Windsor Spring Road from SR 88 (south of the project) to SR 56 (north of the project) is slated for bike lanes and sidewalks in the ARTS Bicycle and Pedestrian Plan. Inclusion of pedestrian and bicycle improvements in this project would be consistent with the ARTS plan.

Bridge and Geometry Deficiencies

Project BRSLB-7007-00(007) is a bridge replacement over Spirit Creek. The existing two-lane bridge has a sufficiency rating of 42.7 and is hydraulically insufficient to handle the volume of water in Spirit Creek during a 100-year storm event.

Other Programmed Projects and Logical Termini

Other projects in the area include Project STP00-1105-00(004), the widening of Windsor Spring Road from SR 88 to Willis Foreman Road; and its companion project, BHSLB-1105-00(005), the replacement of the existing bridge over the Norfolk Southern Railroad.

The southern terminus of Project STP00-7007-00(006) is project STP00-1105-00(004), the previously mentioned widening of Windsor Spring Road from SR 88 to Willis Foreman Road.

The northern terminus of project STP00-7007-00(006) is the intersection of Windsor Spring Road and Tobacco Road. Windsor Spring Road has already been widened to 4 lanes with a raised median north of Tobacco Road leading to the commercial and business centers in Augusta.

Need & Purpose

The **need** for this improvement is supported by the high accident rates, projected poor level of service due to the increasing traffic demand, unsatisfactory bike and pedestrian accommodations, and projected expectations associated with the proposed ARTS Pedestrian and Bicycle plan. The accident rate for the section of Windsor Springs Road is two to three times higher that the statewide average for this type of facility. With no improvements, the projected LOS for the 2025 design year is F.

The **purpose** of the Projects STP00-7007-00(006) and BHSLB-7007-00(007), is to address the aforementioned existing deficiencies and improve the existing north-south connectivity between the City of Hephzibah and the commercial and industrial resources of the greater Augusta area.

The proposed projects will address and correct these deficiencies.

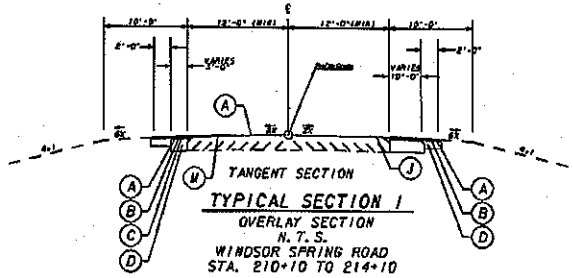
STATE	PROJECT NUMBER	SHEET NO.	TOTAL
GA.	STP00-7007-00(006), BRSLB-7007-00(007)	7	944

PAVEMENT DESIGN

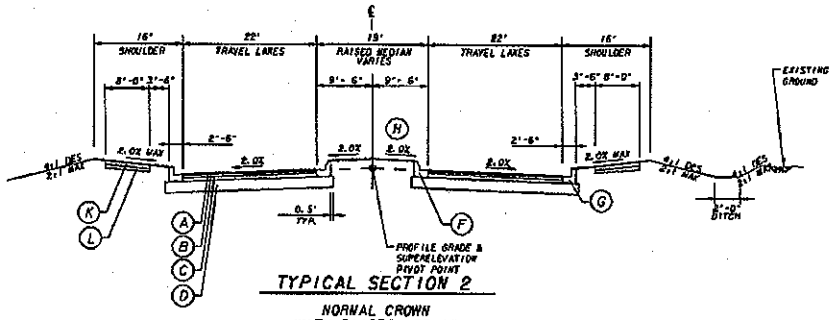
- (A) RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME 155 LBS/YD2
- (B) RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME 330 LBS/YD2
- (C) RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME 440 LBS/YD2
- (D) GR AGGR BASE CRS, INCL MATL (12")
- (E) CONC SIDEWALK, 4 IN
- (F) CONC CURB & GUTTER, 8 IN X 30 IN, TP 7
- (G) CONC CURB & GUTTER, 8 IN X 30 IN, TP 2
- (H) WHERE ≥ 8', GRASS; WHERE < 8', CONCRETE MEDIAN, 6 IN
- (J) MILL ASPH CONC PVMT VARIABLE DEPTH, (1½" MINIMUM)
- (K) RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME 440 LBS/YD2
- (L) GR AGGR BASE CRS, INCL MATL (4")
- (M) RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME

SLOPE CONTROLS		
SLOPE	CUT	FILL
4:1	2'-10'	2'-10'
3:1	OVER 10'	OVER 10'

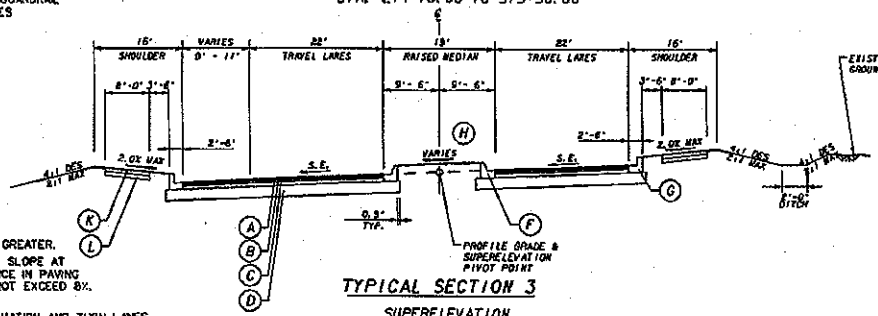
* 2:1 SLOPES > 6 FT IN HEIGHT REQUIRE GUARDRAIL. SEE PLANS FOR LOCATION OF 2:1 SLOPES



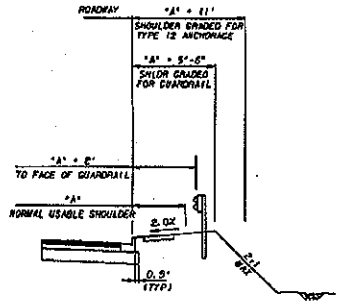
TYPICAL SECTION 1
OVERLAY SECTION
N.T.S.
WINDSOR SPRING ROAD
STA. 210+10 TO 214+10



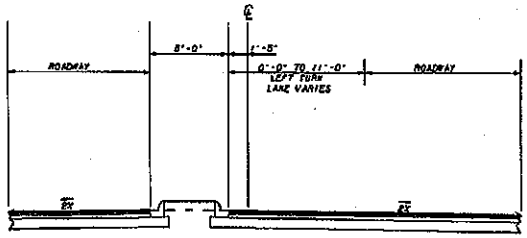
TYPICAL SECTION 2
NORMAL CROWN
WITH RAISED MEDIAN
N.T.S.
WINDSOR SPRING ROAD
STA. 214+10.00 TO 375+50.00



TYPICAL SECTION 3
SUPERELEVATION
WITH RAISED MEDIAN
N.T.S.
WINDSOR SPRING ROAD



GUARDRAIL SHOULDER DETAIL - URBAN
CURB & GUTTER
SEE CONSTRUCTION PLANS FOR LOCATIONS
SEE GA. DOT STD. 4280 FOR ADDITIONAL DETAILS
(1) DISTANCE TO FACE OF GUARDRAIL VARIES FOR EACH ALIGNMENT.



AUXILIARY LEFT TURN LANE DETAIL
WINDSOR SPRING ROAD
SEE PLANS FOR LOCATION

NOTES:

1. FOR RURAL SHOULDERS, SHOULDER TO SLOPE AT 6% OR SUPERELEVATION RATE, WHICHEVER IS GREATER.
2. FOR RURAL SHOULDERS, SHOULDER TO SLOPE AT 6%, HOWEVER, THE ALGEBRAIC DIFFERENCE IN PAVING SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 8%. MINIMUM SHOULDER SLOPE TO BE 2%
3. TYPICAL SECTIONS SHOWING SUPERELEVATION AND TURN LANES ALSO APPLY TO OPPOSITE HAND SECTIONS - SEE CONSTRUCTION PLAN SHEETS FOR LOCATIONS AND DIRECTION OF SUPERELEVATION AND LOCATIONS AND DIMENSIONS OF TURN LANES.

JORDAN JONES & GOULDING

NOT RELEASED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION OF REVISION

WINDSOR SPRING ROAD - PHASE IV
WILLIS FOREMAN ROAD TO TOBACCO ROAD

TYPICAL SECTIONS

DESIGNED: PMT	CHECKED:	DATE:	5-01
DRAWN: SKS	JOB NO. 2302-001	SCALE: AS SHOWN	DRAWING NO. / REV

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10/20/2008

SUMMARY

Date: October 20, 2008
Project # STP00-7007-00(006)
County: Richmond County
Project Description:
PI # 250610
Alternate:
Estimate For - Revised Concept Report

	Estimate	COMMENTS
CONSTRUCTION COST (w/o 10% E&C)	$26,304,559.00	SEE ATTACHED CONSTRUCTION COST ESTIMATE
ENGINEERING & INSPECTION (5%)	$1,315,227.95	
CONSTRUCTION CONTINGENCY (4%)	$1,052,182.36	Contingency: Major Widening
UTILITY COST	$1,980,000.00	
UTILITY CONTINGENCY (30%)	$594,000.00	
FUEL COST ADJUSTMENT	$2,507,531.29	
TOTAL	$33,753,500.60	

Prepared by:

SUMMARY

Date: October 20, 2008
Project # BRSLB-7007-00(007)
County: Richmond County
Project Description:
PI # 250610
Alternate:
Estimate For - Revised Concept Report

	Estimate	COMMENTS
CONSTRUCTION COST (w/o 10% E&C)	$1,574,910.00	SEE ATTACHED CONSTRUCTION COST ESTIMATE
ENGINEERING & INSPECTION (5%)	$78,745.50	
CONSTRUCTION CONTINGENCY (5%)	$78,745.50	Contingency: Bridge replacement w/added capacity
UTILITY COST	$0.00	
UTILITY CONTINGENCY (30%)	$0.00	
FUEL COST ADJUSTMENT	$0.00	
TOTAL	$1,732,401.00	

Prepared by:

Estimate Report for file "250610 STP00-7007-00(006)"

Section ROADWAY

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	400000.00	TRAFFIC CONTROL - STP00-7007-00(006)	400000.00
153-1300	1	EA	75000.00	FIELD ENGINEERS OFFICE TP 3	75000.00
201-1500	1	LS	2700000.00	CLEARING & GRUBBING - STP00-7007-00(006)	2700000.00
205-0001	91000	CY	10.85	UNCLASS EXCAV	987350.00
206-0002	112400	CY	9.95	BORROW EXCAV, INCL MATL	1118380.00
207-0203	5230	CY	50.00	FOUND BKFILL MATL, TP II	261500.00
212-1000	22000	CY	28.40	GRANULAR EMBANKMENT, INCL MATL & HAUL	624800.00
310-1101	125900	TN	24.00	GR AGGR BASE CRS, INCL MATL	3021600.00
318-3000	2000	TN	25.00	AGGR SURF CRS	50000.00
402-1812	7670	TN	75.00	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	575250.00
402-3121	46400	TN	75.00	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	3480000.00
402-3130	22700	TN	80.00	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	1816000.00
402-3190	24800	TN	80.00	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2,INCL BITUM MATL & H LIME	1984000.00
413-1000	22700	GL	2.00	BITUM TACK COAT	45400.00
432-5010	16600	SY	5.00	MILL ASPH CONC PVMT, VARIABLE DEPTH	83000.00
433-1100	638	SY	175.00	REINF CONC APPROACH SLAB, INCL CURB	111650.00
441-0016	2790	SY	45.00	DRIVEWAY CONCRETE, 6 IN TK	125550.00
441-0018	400	SY	55.00	DRIVEWAY CONCRETE, 8 IN TK	22000.00
441-0104	4420	SY	50.00	CONC SIDEWALK, 4 IN	221000.00
441-0740	720	SY	45.00	CONCRETE MEDIAN, 4 IN	32400.00
441-0748	2630	SY	60.00	CONCRETE MEDIAN, 6 IN	157800.00
441-4020	4290	SY	45.00	CONC VALLEY GUTTER, 6 IN	193050.00
441-4030	2810	SY	60.00	CONC VALLEY GUTTER, 8 IN	168600.00
441-5002	710	LF	23.00	CONCRETE HEADER CURB, 6 IN, TP 2	16330.00
441-6222	43920	LF	21.00	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	922320.00
441-6740	30680	LF	23.00	CONC CURB & GUTTER, 8 IN X 30 IN, TP 7	705640.00
446-1100	4350	LF	5.00	PVMT REINF FABRIC STRIPS, TP 2, 18 INCH WIDTH	21750.00
500-0100	73	SY	5.00	GROOVED CONCRETE	365.00
500-3101	310	CY	650.00	CLASS A CONCRETE	201500.00
500-3800	31	CY	1000.00	CLASS A CONCRETE, INCL REINF STEEL	31000.00
500-9999	73	CY	250.00	CLASS B CONC, BASE OR PVMT WIDENING	18250.00
511-1000	31200	LB	1.00	BAR REINF STEEL	31200.00
550-1180	15795	LF	50.00	STORM DRAIN PIPE, 18 IN, H 1-10	789750.00
550-1181	439	LF	55.00	STORM DRAIN PIPE, 18 IN, H 10-15	24145.00
550-1240	11350	LF	60.00	STORM DRAIN PIPE, 24 IN, H 1-10	681000.00
550-1300	551	LF	80.00	STORM DRAIN PIPE, 30 IN, H 1-10	44080.00
550-1301	572	LF	85.00	STORM DRAIN PIPE, 30 IN, H 10-15	48620.00
550-1360	2028	LF	90.00	STORM DRAIN PIPE, 36 IN, H 1-10	182520.00
550-1361	443	LF	95.00	STORM DRAIN PIPE, 36 IN, H 10-15	42085.00
550-1420	2003	LF	105.00	STORM DRAIN PIPE, 42 IN, H 1-10	210315.00
550-1421	250	LF	115.00	STORM DRAIN PIPE, 42 IN, H 10-15	28750.00
550-1480	994	LF	130.00	STORM DRAIN PIPE, 48 IN, H 1-10	129220.00
550-1540	432	LF	170.00	STORM DRAIN PIPE, 54 IN, H 1-10	73440.00
550-1600	271	LF	280.00	STORM DRAIN PIPE, 60 IN, H 1-10	75880.00
550-2180	944	LF	32.00	SIDE DRAIN PIPE, 18 IN, H 1-10	30208.00
550-2240	54	LF	36.00	SIDE DRAIN PIPE, 24 IN, H 1-10	1944.00
550-4118	76	EA	300.00	FLARED END SECTION 18 IN, SIDE DRAIN	22800.00
550-4124	4	EA	750.00	FLARED END SECTION 24 IN, SIDE DRAIN	3000.00
550-4218	8	EA	680.00	FLARED END SECTION 18 IN, STORM DRAIN	5440.00
550-4224	6	EA	825.00	FLARED END SECTION 24 IN, STORM DRAIN	4950.00
550-4230	1	EA	965.00	FLARED END SECTION 30 IN, STORM DRAIN	965.00
550-4236	3	EA	1200.00	FLARED END SECTION 36 IN, STORM DRAIN	3600.00
550-4248	3	EA	2200.00	FLARED END SECTION 48 IN, STORM DRAIN	6600.00
550-4418	1	EA	755.00	FLARED END SECTION, 18 IN, SLOPE DRAIN	755.00
573-2006	1000	LF	19.00	UNDDR PIPE INCL DRAINAGE AGGR, 6 IN	19000.00
576-1018	46	LF	37.00	SLOPE DRAIN PIPE, 18 IN	1702.00
620-0300	2000	LF	75.00	TEMPORARY BARRIER, METHOD NO. 3	150000.00

634-1200	311	EA	115.00	RIGHT OF WAY MARKERS	35765.00
641-1100	200	LF	60.00	GUARDRAIL, TP T	12000.00
641-1200	1300	LF	19.00	GUARDRAIL, TP W	24700.00
641-5001	4	EA	645.00	GUARDRAIL ANCHORAGE, TP 1	2580.00
641-5012	2	EA	1800.00	GUARDRAIL ANCHORAGE, TP 12	3600.00
668-1100	203	EA	2825.00	CATCH BASIN, GP 1	573475.00
668-1110	53	LF	290.00	CATCH BASIN, GP 1, ADDL DEPTH	15370.00
668-1200	37	EA	4000.00	CATCH BASIN, GP 2	148000.00
668-1210	80	LF	350.00	CATCH BASIN, GP 2, ADDL DEPTH	28000.00
668-2100	67	EA	3100.00	DROP INLET, GP 1	207700.00
668-2110	13	LF	350.00	DROP INLET, GP 1, ADDL DEPTH	4550.00
668-2200	9	EA	4700.00	DROP INLET, GP 2	42300.00
668-2210	22	LF	365.00	DROP INLET, GP 2, ADDL DEPTH	8030.00
668-4300	8	EA	2700.00	STORM SEWER MANHOLE, TP 1	21600.00
668-4311	18	LF	295.00	STORM SEWER MANHOLE, TP 1, ADDL DEPTH, CL 1	5310.00
668-4400	3	EA	4100.00	STORM SEWER MANHOLE, TP 2	12300.00
668-4411	8	LF	295.00	STORM SEWER MANHOLE, TP 2, ADDL DEPTH, CL 1	2360.00
668-5000	3	EA	2600.00	JUNCTION BOX	7800.00
668-8011	10	SF	45.00	SAFETY GRATE, TP 1	450.00
				Section Sub Total:	**$23,939,344.00**

Section PERMANENT EROSION CONTROL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-0204	150	SY	40.00	PLAIN CONC DITCH PAVING, 4 IN	6000.00
603-2180	10	SY	45.00	STN DUMPED RIP RAP, TP 3, 12 IN	450.00
603-2182	200	SY	60.00	STN DUMPED RIP RAP, TP 3, 24 IN	12000.00
603-7000	200	SY	5.00	PLASTIC FILTER FABRIC	1000.00
700-6910	28	AC	1150.00	PERMANENT GRASSING	32200.00
700-7000	122	TN	65.00	AGRICULTURAL LIME	7930.00
700-7010	102	GL	25.00	LIQUID LIME	2550.00
700-8000	19	TN	350.00	FERTILIZER MIXED GRADE	6650.00
700-8100	1360	LB	3.00	FERTILIZER NITROGEN CONTENT	4080.00
710-9000	3000	SY	5.00	PERMANENT SOIL REINFORCING MAT	15000.00
715-2200	1430	SY	2.00	BITUMINOUS TREATED ROVING, WATERWAYS	2860.00
716-2000	200	SY	2.00	EROSION CONTROL MATS, SLOPES	400.00
				Section Sub Total:	**$91,120.00**

Section TEMPORARY EROSION CONTROL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	14	AC	725.00	TEMPORARY GRASSING	10150.00
163-0240	130	TN	200.00	MULCH	26000.00
163-0300	10	EA	1900.00	CONSTRUCTION EXIT	19000.00
163-0501	1	EA	850.00	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 1	850.00
163-0502	4	EA	800.00	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 2	3200.00
163-0503	51	EA	530.00	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	27030.00
163-0527	204	EA	225.00	CONSTRUCT AND REMOVE RIP RAP CHECK DAMS, STONE PLAIN RIP RAP, SAND BAGS	45900.00
163-0529	1060	LF	5.00	CONSTRUCT AND REMOVE TEMPORARY SEDIMENT BARRIER, BALED STRAW CHECK DAM	5300.00
163-0550	305	EA	315.00	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	96075.00
165-0030	12050	LF	2.00	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	24100.00
165-0041	204	LF	75.00	MAINTENANCE OF CHECK DAMS ? ALL TYPES	15300.00
165-0071	530	LF	2.00	MAINTENANCE OF SEDIMENT BARRIER - BALED STRAW	1060.00
165-0085	1	EA	250.00	MAINTENANCE OF SILT CONTROL GATE, TP 1	250.00
165-0086	4	EA	110.00	MAINTENANCE OF SILT CONTROL GATE, TP 2	440.00
165-0087	51	EA	200.00	MAINTENANCE OF SILT CONTROL GATE, TP 3	10200.00
165-0101	10	EA	700.00	MAINTENANCE OF CONSTRUCTION EXIT	7000.00
165-0105	305	EA	115.00	MAINTENANCE OF INLET SEDIMENT TRAP	35075.00

167-1000	2	EA	1225.00	WATER QUALITY MONITORING AND SAMPLING	2450.00
167-1500	24	MO	960.00	WATER QUALITY INSPECTIONS	23040.00
171-0030	24100	LF	4.00	TEMPORARY SILT FENCE, TYPE C	96400.00
643-8200	1971	LF	4.00	BARRIER FENCE (ORANGE), 4 FT	7884.00
				Section Sub Total:	**$456,704.00**

Section SIGNING & MARKING

Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1020	420	SF	17.00	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	7140.00
636-1033	460	SF	23.00	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	10580.00
636-1041	520	SF	39.00	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 9	20280.00
636-2070	1940	LF	9.00	GALV STEEL POSTS, TP 7	17460.00
636-2080	260	LF	11.00	GALV STEEL POSTS, TP 8	2860.00
636-2090	140	LF	10.00	GALV STEEL POSTS, TP 9	1400.00
636-5010	12	EA	60.00	DELINEATOR, TP 1	720.00
653-0120	181	EA	80.00	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	14480.00
653-0170	17	EA	85.00	THERMOPLASTIC PVMT MARKING, ARROW, TP 7	1445.00
653-0210	6	EA	120.00	THERMOPLASTIC PVMT MARKING, WORD, TP 1	720.00
653-1501	55860	LF	1.00	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	55860.00
653-1502	51900	LF	1.00	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	51900.00
653-1704	880	LF	5.00	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	4400.00
653-1804	10320	LF	2.00	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	20640.00
653-3501	35290	GLF	1.00	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	35290.00
653-6004	5280	SY	4.00	THERMOPLASTIC TRAF STRIPING, WHITE	21120.00
653-6006	1390	SY	4.00	THERMOPLASTIC TRAF STRIPING, YELLOW	5560.00
654-1003	1290	EA	4.00	RAISED PVMT MARKERS TP 3	5160.00
657-1054	800	LF	5.00	PREFORMED PLASTIC SOLID PVMT MKG, 5 IN, WHITE, TP PB	4000.00
657-3054	400	GLF	4.00	PREFORMED PLASTIC SKIP PVMT MKG, 5 IN, WHITE, TP PB	1600.00
				Section Sub Total:	**$282,615.00**

Section SIGNALS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
615-1200	949	LF	12.00	DIRECTIONAL BORE -	11388.00
615-1200	552	LF	15.00	DIRECTIONAL BORE -	8280.00
636-1041	290	SF	39.00	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 9	11310.00
639-4004	20	EA	7500.00	STRAIN POLE, TP IV	150000.00
647-1000	1	LS	85000.00	TRAFFIC SIGNAL INSTALLATION NO -	85000.00
647-1000	1	LS	85000.00	TRAFFIC SIGNAL INSTALLATION NO -	85000.00
647-1000	1	LS	85000.00	TRAFFIC SIGNAL INSTALLATION NO -	85000.00
647-1000	1	LS	85000.00	TRAFFIC SIGNAL INSTALLATION NO -	85000.00
647-1000	1	LS	85000.00	TRAFFIC SIGNAL INSTALLATION NO -	85000.00
647-2140	2	EA	1500.00	PULL BOX, PB-4	3000.00
647-2150	5	EA	1800.00	PULL BOX, PB-5	9000.00
682-6233	2170	LF	7.00	CONDUIT, NONMETL, TP 3, 2 IN	15190.00
999-9999	1	Lump Sum	20000.00	MID-BLOCK CROSSING AT CREEKSIDE CT	20000.00
				Section Sub Total:	**$653,168.00**

Section ATMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
615-1200	7647	LF	12.00	DIRECTIONAL BORE -	91764.00
647-2140	32	EA	1525.00	PULL BOX, PB-4	48800.00
682-6222	6060	LF	7.00	CONDUIT, NONMETL, TP 2, 2 IN	42420.00

682-6233	7872	LF	7.00	CONDUIT, NONMETL, TP 3, 2 IN	55104.00
935-1113	14790	LF	3.00	OUTSIDE PLANT FIBER OPTIC CABLE, LOOSE TUBE, SINGLE MODE, 24 FIBER	44370.00
935-1511	250	LF	3.00	OUTSIDE PLANT FIBER OPTIC CABLE, DROP, SINGLE MODE, 6 FIBER	750.00
935-3103	5	EA	630.00	FIBER OPTIC CLOSURE, UNDERGROUND, 24 FIBER	3150.00
935-3602	5	EA	625.00	FIBER OPTIC CLOSURE, FDC PRE-TERMINATED, TYPE A, 6-FIBER	3125.00
935-4010	30	EA	60.00	FIBER OPTIC SPLICE, FUSION	1800.00
935-5050	20	EA	100.00	FIBER OPTIC PATCH CORD, SM	2000.00
935-6562	5	EA	1875.00	EXTERNAL TRANSCEIVER, DROP AND REPEAT, 1310 SINGLE MODE, (SIGNAL JOBS)	9375.00
935-8000	1	LS	4950.00	TESTING	4950.00
				Section Sub Total:	**$307,608.00**

Section LIGHTING

Item Number	Quantity	Units	Unit Price	Item Description	Cost
999-9999	1	Lump Sum	574000.00	LIGHTING COST	574000.00
				Section Sub Total:	**$574,000.00**

Total Estimated Cost: $26,304,559.00

Estimate Report for file "250615 BRSLB-7007-00(007)"

Section BRIDGE					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
999-9999	16578	SF	95.00	BRIDGE	1574910.00
				Section Sub Total:	$1,574,910.00

Total Estimated Cost: $1,574,910.00

Date 10/31/2008

P.I. Number 250610, 250615 County Richmond

Project Number STP00-7007-00(006), BRSLB-7007-00(007)

Special Provision, Section 109-Measurement and Payment

FUEL PRICE ADJUSTMENT (*ENGLISH 125% MAX*)

ENTER FPL DIESEL	4.122
ENTER FPM DIESEL	9.275

ENTER FPL UNLEADED	3.768
ENTER FPM UNLEADED	8.478

http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

INCREASE ADJUSTMENT	INCREASE ADJUSTMENT
125.00%	125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)	91000.000	0.29	26390.00	0.15	13650.00	
Excavations paid as specified by Sections 206 (CUBIC YARD)	112400.000	0.29	32596.00	0.15	16860.00	
GAB paid as specified by the ton under Section 310 (TON)	125900.000	0.29	36511.00	0.24	30216.00	
Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)		2.90		0.71		
Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)	101570.000	2.90	294553.00	0.71	72114.70	
PCC Pavement paid as specified by the square yard under Section 430 (SY)		0.25		0.20		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Bridge Excavation (CY) Section 211				8.00		1.50		
Class __Concrete (CY) Section 500				8.00		1.50		
Class __Concrete (CY) Section 500				8.00		1.50		
Class __Concrete (CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Concrete Handrail (LF) Section 500				8.00		1.50		
Concrete Barrier (LF) Section 500				8.00		1.50		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS

Stru Steel Plan Quantity (LB) Section 501				8.00		1.50		
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50		
PSC Beams_____ (LF) Section 507				8.00		1.50		
PSC Beams_____ (LF) Section 507				8.00		1.50		
PSC Beams_____ (LF) Section 507				8.00		1.50		
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50		
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50		
Bar Reinf Steel (LB) Section 511				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Drilled Caisson,___ (LF) Section 524				8.00		1.50		
Drilled Caisson,___ (LF) Section 524				8.00		1.50		
Drilled Caisson,___ (LF) Section 524				8.00		1.50		
Pile Encasement,___(LF) Section 547				8.00		1.50		
Pile Encasement,___(LF) Section 547				8.00		1.50		

SUM QF DIESEL=	390050.00	SUM QF UNLEADED=	132840.70

DIESEL PRICE ADJUSTMENT($)	$1,848,954.02
UNLEADED PRICE ADJUSTMENT($)	$575,625.32

ASPHALT CEMENT PRICE ADJUSTMENT
(BITUMINOUS TACK COAT 125% MAX)

APPLICABLE TO CONTRACTS/PROJECTS CONTAINING THE 413 SPECIFICATION, SECTION 413.5.01 ADJUSTMENTS
ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

ENTER APL 709 ENTER APM 1595.25

125.00%	INCREASE ADJUSTMENT

L.I.N.	TYPE	TACK (GALLONS)	TACK (TONS)	REMARKS
		22700	97.4988	

TMT = 97.4988

PRICE ADJUSTMENT($)	$82,951.95

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX

ENTER APL 709 ENTER APM 1595.25

http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

125.00%	INCREASE ADJUSTMENT

L.I.N. / Spec Number	MIX TYPE	HMA	JMF AC%	AC	REMARKS
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			TMT =		

PRICE ADJUSTMENT($)	

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

APPLICABLE TO CONTRACTS CONTAINING THE 413 SPEC. SECTION 413.5.01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

ENTER APL 709 ENTER APM 1595.25

125.00%	INCREASE ADJUSTMENT

Use this side for Asphalt Emulsion Only

L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)

TMT =

REMARKS:

Use this side for Asphalt Cement Only

L.I.N.	TYPE	TACK (GALLONS)

TMT =

REMARKS:

MONTHLY PRICE ADJUSTMENT($)	

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (*ENGLISH 125% MAX*)

DIESEL PRICE ADJUSTMENT($)	$1,848,954.02
UNLEADED PRICE ADJUSTMENT($)	$575,625.32
ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX)	$82,951.95
400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX	
ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)	

REMARKS:

TOTAL ADJUSTMENTS	$2,507,531.29

DWM 10/08